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TAKING ISSUE WITH GOULD

Nameless Santa Fe Official Pretends to Deny the Rate-Cutting Charge.

Benefits Paid in December by the Pennsylvania Railread Volunteer Relief Department Amounts to \$18,719.60.

An official of the Atchison road said yesterday that the charges of rate-cutting made against that road were built on filmsy foundations, and if Mr. Gould expected the dismissal of any officers of the company he would probably be disappointed. "The charges," said he, "are based on the fact that nine months ago an emergency rate on sugar was established by agreement of three transcontinental lines. The men who agreed to the tariff were Gay, of the Southern Pacific, Bissell, of the Atchison, and Mellen, of the Union Pacific. To be sure, they did not obtain the authority of the commissioners to make the rate, but it was a matter in which none of the other roads were interested, and no objection was raised. But it seems that the Union Pacific failed to get any of the sugar. The Southern Pacific and the Atchison got it all, and now they are accused of violating the Western Traffic Association agreement in making the rate without proper authority. The case is not similar to that of the Missouri Pacific which led to the discharge of Traffic Manager Leeds. Technically, perhaps, we violated the agreement, but nobody was harmed or could be harmed by our action. I see a report going around that Vice-president Springer is the man who will be sacrificed in this case. That is the sheerest nonsense. Mr. Springer has nothing to do with traffic affairs, and if anybody goes it will be somebody else."

Viaducts Over Railways.

Joseph Ramsey, jr., general manager of the Big Four lines, spent yesterday in the city, and in conversing with a Journal reporter remarked that Columbus, O., was entering on an era of improvements and on methods which he thought would become popular. The City Council of Columbus and its Board of Public Improvements have entered into a contract with the Big Four, the Pennsylvania Company and the Union Railway Company of that city to build a viaduct over the union tracks on High street, the viaduct to be one hundred feet in width. This improvement includes the lowering of the tracks five feet for a considerable distance; the cost of the viaduct and lowering of the tracks, it is estimated, will reach \$600,000. To pay for this improvement the city of Columbus issues bonds for the amount required, the city to pay one-half the interest and the railroad companies mentioned the other half, and when the bonds mature the city pays onehalf and the railroad companies the remainder. Mr. Ramsey expresses the opinion that this is the most feasible way to carry on such improvements, and says if adorted at Indianapolis or by any other city the building of viaducts over crossings at dangerous railway points would become more general. The viaduct in Coumbus is much more expensive than such improvements usually are, from the fact that so much lowering of tracks is to be done, it including the lowering of the tracks through the Union Depot at that

D. F. Whitcomb, general superintendent of the Union Railway Company, last evening, in commenting on the foregoing remarks of General Manager Ramsey, said: "This is the most equitable and fairest basis for making this character of improvements which has yet been hit upon, and it would be wise for the Board of Public Works and the Union Railway Company to take the matter up, and on the plan of Columbus construct viaducts on Kentucky avenue, covering the tracks of six roads; another on East Market street, and a third on New York or Vermont street west. In each case the damage to property would be small and more than offset by the benefits. Viaducts of a proper width could be erected at a comparatively light cost with that of the Virginia-avenue

A Proposed New Line. It is believed that Terre Haute can secure another railroad if its citizens will get over their narrow ideas as regards assisting new railroad enterprises. A company has been organized in southeastern Illinois, which proposes to build a road to some eastern connection, and in the title of the company the name of Terre Haute appears, the pame to be the Terre Haute & Chester Railroad Company. The Terre Haute Gagette, in speaking of the enterprise, says: "It means the probable ultimate success of the plans of the Terre Haute & Mississippiriver Railroad Company, which organiza-Hulman is president and Mr. C. M. Thompson is secretary. This company was formed of business men of this city, who saw the need of an outlet into the southwestern territory for fifty or sixty miles. A special election was held to decide the question of taxing the city for 100,000 in order to build the line. The proposition was defeated. At the last meeting of the company it was decided that the road must ultimately be built, but for the time the matter would be allowed to rest. The terrifory through which this line will run is not tapped by any other road. The line was to cross the Wabash near Hutsonville and proceed almost di-Chester. There is no doubt but that the Terre Haute & Mississippi-river Railroad Company will take hold of the matter if the Illinois company means business. The

line would open up an entirely new field." Benefits Pald in December. The monthly bulletin of the Pennsylvania lines' voluntary relief department west of Pittsburg shows that in December eleven death benefits, 317 actident benefits and 797 sick benefits were paid, and at the close of the month there were 144 cases of accidents to be continued and 562 cases of sickness. The death benefits of the month amounted to \$4,500, the accident benefits to \$5,151 and the sickness benefits to \$7,818.60, making the total disbursements of the month in benefits \$18,719.60. This association has been in operation now thirty months, and has paid out to employes of the road in that time, in death benefits, \$206,810, and in disablement benefits, \$276,-199,82 making a total of disbursements of 482,009.82. Never in the history of this department has the membership been increasing as rapidly as at the present time. Until now it has been largely confined to the train and yardmen, but in the last two months, from all departments, the membership has been increasing, the additions exceeding two hundred since the first of this

Entrance to the World's Fair Grounds. After months of negotiation the world's fair directions have secured a southern entrance to the grounds for all the railroads centering in Chicago. Twenty-seven acres adjoining Jackson Park, from Sixty-third to Sixty-fifth street, have been leased, and a right of way is secured from Sixty-lifth street to the Baltimore & Ohio railroad tracks at Seventy-fourth street. The Baltimore & Ohio agrees to allow all roads to use its tracks on payment of the usual trackage charges. The completion of this right of way is of great significance to the directors because it breaks the monopthe world's fair traffic the Illinois Central would otherwise enjoy; it gives a direct entrance to Eastern roads and will enable the lines from the South. West and Northwest to land passengers and freight in the exposition grounds, using the Belt-line and Baltimore & Ohio

Personal, Local and General Notes, Several lady telegraph operators have ome members of the Order of Railway The new train which the Pennsylvania Company put on, Sunday last, between

nections at the latter point, brings Atlanta, Ga., within thirty-one hours' ride from Boston, and New Orleans, forty-six hours'

Charles Merrill, general Western passen-ger agent of the New York Central road, is in the city on official business. J. R. Reniff has been appointed master car-builder of the Lake Shore lines West, with headquarters at Toledo, O.

D. J. Mackey, president of the Evansville lines, is in the market for six new locomotives and ten new passenger coaches. J. A. Barnard, general manager of the Peoria & Eastern, has gone to Cincinnati on a business and pleasure trip combined. At several points the railway stenographers are organizing associations with a view of ultimately forming a national asso-

Among the improvements to be made on the Belt road this year is the building of new double-track iron bridges over Pogue's run and Pleasant run.

The Litchfield, Ill., car-works have been awarded the contract to build one thousand cars for the Eureka Transportation Company, of Kansas City.

William N. Jackson, secretary of the Union Railway Company, who has been ill ! for four weeks, is so much better that he is able to be about the house.

The National Railroad Clerks' Association, which is less than two years old, now has associations at sixteen different railroad points and a membership of 1,100. A. G. Wright, general roadmas ter of the Louisville, New Albany & Chicago, will hereafter make Indianapolis his headquarters. He has purchased the property of L. G. Cannon, on Ash street.

The cost of carrying freight in Indiana, Illinois and Ohio is shown by recently prepared statistics to be 0.470c per ton per mile; in no other part of the country is freight moved at so low a cost. The Columbus (O.) Union Railway Com-

pany will this year remodel the Union Depot, at a cost of \$200,000. It will, after the improvement is completed, be known as the Union Railway Station of Colum-President Ingalls, of the Chesapeake & Ohio road, is quoted as saying that all op-

position to his securing control for that system of additional Southern lines comes from a speculative clique which cannot defeat the plan. The Atchison, Topeka & Santa Fe Company has arranged to raise \$2,500,000 to put into new equipment. The money is to be

raised on a new issue of equipment bonds,

which investors who are interested in the

property are said to be ready to take. The Rock Island road has had another of Chairman Finley's decisions reversed. It is the one in which he held the Rock Island responsible for the act of the Burlington, Cedar Rapids & Northern in the sale of unauthorized tickets from Cedar Rapids, Ia.,

to Barnesville, O. President Waite, of the Columbus & Hocking Valley road, has moved both his division superintendents to Columbus, O., and has decided not to appoint a general superintendent, but will advance the pay of his division superintendents a few hun-

dred dollars a year. The Oregon Pacific railroad, which has been in the hands of a receiver for several months, was sold at sheriff's sale yesterday. The property was bid in by Zephine Job, of Portland, Ore., for \$1,000,000. It is understood that T. Edgerton Hogg will be

retained as president. Chief Engineer Hall, of the Louisville. New Albany & Chicago system, has contracted for 58,000 cross-ties to be delivered on the Indianapolis division within sixty days, and for new iron bridges over Deer creek and the north fork of Wild-cat creek. stone for the abutments of these bridges is now being placed on the ground.

The freight men connected with the roads in the Chicago and Ohio River Association yesterday completed the work of adjusting rates from junction points to the Ohio river and the granting of special rates on commodities which have heretofore been carried on such rates, and last evening they left for their respective headquarters. The passenger department of the Mackey lines gives notice that hereafter all oneway local tickets will not be good over twenty-four hours after time of sale, and the same rule will apply on returning portions of round-trip tickets. If not used before the time expires the company will

redeem them at any time within five days. The year 1891 was, on the whole, a pros-perous one with the Peoria & Pekin road, the net earnings being over \$50,000. The management proposes to make some improvement to the property this year, erecting a new freight-house at Peoria, constructing a new storage yard, which will hold several hundred cars, and will purchase three new locomotives.

Busy times are indicated for the carworks which build passenger equipment. There is hardly an important road in this or adjoining States which will not, within the next tifteen months, increase its number of coaches preparatory for the world's fair business. The Pennsylvania will build seventy-five coaches for its Western lines, the Big Four fifty and several other roads a proportionate number.

The wages of the men employed in the Big Four yards in Springfield, Dayton and Columbus are to be raised to correspond with those at other points on the system. The Columbus & Hocking Valley is also raising the pay of its yardmen at Columbus and Toledo. From this came the report that the Big Four was to advance the pay of its yardmen all over the system, which it is officially stated is not the case: the advance at points named is simply to equalize the wages of the yardmen on the sys-

Gederal Manager Ramsey, of the Big Four Big Four will build a line to that city if convinced that it would get business enough to justify such an outlay. In reply it is stated that the Pennsylvania Company, which monopolizes the business of Richmond, gets about \$1,000,000 of business out of that station annually. An effort will be made to get a donation of \$100,000 to the Big Four company, providing it will build: but positive guarantee must be given that the road will be built.

A MISSIONARY TO SPAIN.

Mrs. Alice Gordon Gulick Relates Many Interesting Experiences.

Mrs. Alice Gordon Gulick, a Bostonian, who has been engaged in missionary labors in Spain for the past twenty years, is a guest of Rev. N. A. Hyde, and yesterday addressed the Ladies' Missionary Society of Mayflower Church, with quite a number of members of secreties of other churches. at Mr. Hyde's house. Mrs. Gulick is a very interesting speaker and related many experiences. Mrs. Gulick is stationed at San Sebastian in Spain, one of the strongest of papal lands. She is the head of a school there and her work is entirely in behalf of women who are educated, and they in turn go out and teach others, and includes in tellectual training as well as the Christian religion. ? here was much prejudice to overcome, so the work was necessarily slow. but now that a focting has been obtained it is growing, and a decided impression is being made in education and Christianity. There is a great need of missionary laborers in Spain. Mrs. Gulick's visit to this country is partly for recreation and partly to enlist assistance. After the talk the ladies were privileged to ask questions. which privilege they accepted, and many facts were brought out, one thing especially. That is, the great superstition which the Spaniards have, and which is one of the great drawbacks to their more rapid acceptance of the teachings of the mission-

Preparing Tax Blanks. The State Board of Tax Commissioners met yesterday afternoon for the purpose of preparing the assessesment blanks for the coming year. The last Legislature ordered that this should be done, but there was not sufficient time to do it before the adjournment of the Legislature. Governor Chase, ex officio member and chairman of the board, was present for the first time and qualified as the successor of Governor Hovey. The work could not be completed yesterday, and the board adjourned until one week from to-day, Jan. 28.

New Judge for Bartholomew. Governor Chase has appointed Marshall Hacker, of Columbus, judge of the Ninth judicial district, the Bartholomew Circuit Court, made vacant by the death of Judge

Annual Reports from the Reformatory Submitted-The Management Complimented.

WOMEN'S PRISON.

The twentieth annual report of the managers of the Indiana Reform School for Girl's and Woman's Prison was submitted to the Governor yesterday. The board of managers of this institution is made up of Mrs. Eliza C. Hendricks (president), Claire A. Walker, Laura Ream and Margaretta S. Elder (secretary.) Dr. Mary Smith, the physician in charge, resigned her position. and Dr. Sarah Stockton was appointed in her place. The board reports that it has visited the institution many times during the year, both as a board and individually, and is gratified to report that everythin g was always found to be in first-class condition. The food, clothing and comforts of the inmates have been of the very best and consistent with the requirements of such an institution. The sanitary condition of the institution has been good, but one death occurring during the year. The moral and spiritual training of the inmates has not been neglected, and they are given much attention. The appropriation made by the last Legislature has been judiciously ex-pended and there has been no lavish outlay in any direction. The greatest improvements were the repairing of the drives and walks, and straightening the course of the creek, which runs through he pasture. Fire insurance to the amount of \$11,500 was placed during the year. The total expenditure was \$39,980.30, this being but a trifle under the amount of the appropriation. The average cost per inmate for the year was \$156,46. The work done in the industrial depart-

ments has been equally helpful to girls and women. The receipts and earnings amounted to \$3,742.42, and from the board United States prisoners \$265.20, This total sum was \$325.62 more the receipts of 1889-90. The estimate of expense per annum of clothing and maintenance is \$140 per inmate, half of which the county must pay. The sum charged against the counties the past year was \$10,697.57. This, together with the amount of receipts and earnings, gives the institution a credit of \$14,705.19. Sarah F. Keeley, the superintendent, was ill for seven months, and a great deal of the work devolved on the assistant, Elmina L. Johnson. During the twenty years' existence of the institution over 1,800 young girls have been received. Many of these upon their entrance could neither read nor write; some had never seen a Bible, and the majority had been allowed to grow up without any restraint upon bad morals whatever. The average success of reformation has been first-class, and there is every reason for encouragement. What has been claimed for the girls is also true of the women's department.

The industries of the institution consist of laundry work, the making of overalls and shirts and general sewing of all kinds. A number of the girls have supported themselves by working in the chair factories. A total of 3,313 chairs have been caned during the year, from which \$318.71 has been derived. In the laundry 123,759 pieces have been laundered during the year. Cash received for city work, \$1,129.50.

The girls are required to attend school half of each day, and many of them enjoy it. Each girl is permitted to write home once a month, and they may receive letters as often as they like. Twenty inmates were let out on parole during the year. Fortytwo new girls have been received during the year, and seventeen have been returned on tickets-of-leave given in former years. The number remaining out Oct. 31, 1890, was 151, making a total of 210 for the

Dr. Sarah Stockton, the prison physician, reports the general health of the institution as excellent, due largely to the perfect sanitary arrangements and the cleanliness maintained.

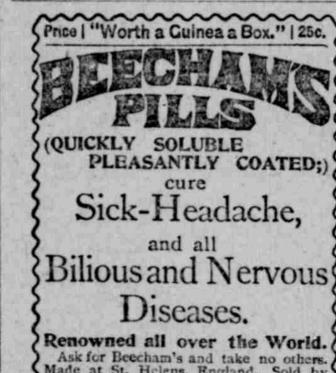
From the book-keeper's report it is seen that during the year \$8,195.58 was paid for provisions, \$4,041.95 for clothing, \$3,-232.27 for fuel and light, \$6,770.27 for repairs and improvements. The following is a classification of the various charges and the number of convict prisoners in the Woman's Prison received for each: Murder, 12; infanticide and abortion, 2; abduction, 2; forgery, 1; grand larceny, 8; petit larceny, 11; larceny and burglary, 13; other crimes, 4, total, 53. The ages of the prisoners range from seventeen years to 70, those of elder years being largely life prisoners. who have been in custody a long time. There were twenty-one United States prisoners cared for.

Indiana at the G. A. R. Encampment. Department Commander I. N. Walker and Quartermaster-general Weaver, of the Indiana Department of the Grand Army, will go to Washington to-morrow for the purpose of securing quarters for the Indiana veterans at the next national encamp-

spoken and Indiana is a trifle late. Does Protection Protect?

ment to be held at the capital next September. Nearly all the other States have

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Trains Run by Central Time. Leave for Pittsburg, Baltimore, d 4:45 am Washington, Philadelphia and New d 3:00 pm York. Arrive from the East, d 11:40 am, d 12:45 pm and d 9:00 pm. Leave for Columbus, 9:00 am: arrive from Coumbus, 3:45 rm; leave for Richmond, 4:00 pm; arrive from Richmond, 9:00 am. Leave for Chicago, d 11:20 am; d 11:30 pm; arrive from Chicago, d 3 55 pm; d 3:30 am.

Leave for Louisville, d 3:40 am, 8:00 am. d 4:00 pm. Arrive from Louisville, d 11:10 am, 6 pm; d 10:50 pm.

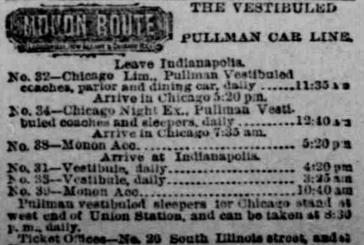
Leave for Madison, Ind., 8:00 am; 4:30 pm.

Arrive from Madison, 10:25 am, 6:00 pm.

Leave for Vincennes and Cairo, 7:30 am, 4:10 m; arrive from Vincennes and Cairo, 10:55 am.

d. daily; other trains except Sunday, VANDALIA HINE TO ST. LOUIS AND THE WEST. At Indianapolis Union Station: Leave for St. Louis 7:30 a.m., 11:50 a.m., 12:55 p. m., 11:00 p. m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p. m. train. Greencastle and Terre Haute Acc., leaves 4:00

Arrive from St. Louis, 3:30 a. m., 4:15 a. m., 2:50 p. m., 5:20 p. m., 7:45 p. m. Terre Haute and Greencastle Acco. arrives w Sleeping and Parlor cars are run on through





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